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the effect of recent amateur play-writing and acting upon the future of American drama. The chapter on Oral Literature gives a broad view, but with some detail, of the fortunes of English and Scottish ballads in the United States, and sketches briefly the making of new ballads by cowboys and others. The last chapter, on Indian oratory and poems, embodies the results of modern research, and shows fine artistic feeling in tracing the mode by which primitive poetry develops.

Among the chapters on subjects not purely literary, that on American English is one of the best; temperate and judicial in tone, yet giving occasional keen thrusts, the writer argues for recognition of the American form of English as one of several varieties due to sociological conditions, like Scottish English and South-England English, while urging reasonable restraint of extremes in pronunciation and idiom in North, South, and West. The development of magazines and newspapers is admirably told in two chapters which fearlessly point out the growth of debasing elements but duly appraise the relation of these publications to modern life and littérature. The chapter on Lincoln, like that on Webster in volume II., is chiefly a study of style; and although it is a far more vital study, relating Lincoln's style, early, middle, and late, to the unfolding of his personality, one must regret that somewhere in the volume there is not an adequate presentation of Lincoln's political thought as expressed in his writings. The treatment of historians, theologians, philosophers, economists, and political writers, although necessarily brief, is fair in its exposition of the characteristics of various schools. The chapter on Scholars gives vivid glimpses into the personalities of Ticknor, Whitney, Gilder-sleeve, Child, White, and other students of ancient and modern languages and literatures, in addition to succinct but definite accounts of their work. The bibliographies are very full and valuable, as in the previous volumes, filling nearly 200 pages; and the name-and-title index to the two volumes (which are really one, divided for convenience in handling) occupies forty-four pages.

In spite of defects of method and execution in these volumes and their predecessors, it would be ungenerous, upon a survey of the now completed task, not to express agreement with the modest belief uttered by the editors in their last preface, "that the work as a whole furnishes a new and important basis for the understanding of American life and culture".

WALTER C. BRONSON.

A History of the Transport Service: Adventures and Experiences of United States Transports and Cruisers in the World War.

By Vice-Admiral ALBERT GLEAVES, U. S. N., Commander of Convoy Operations in the Atlantic, 1917-1919. (New York: George H. Doran Company. 1921. Pp. xviii, 284. \$6.00.)

EVERYTHING in this excellent and stirring account of the manner in

which our navy carried over the Atlantic two million American soldiers is so matter-of-fact, so humanly modern in spirit, that one is apt to lose sight of the heroic in the mighty operation. But what a theme for a future epic poet! For from the wanderings of the fabled Argo and the warlike expeditions of the classic nations of the Mediterranean to the bold overseas forays of the Northmen and the Danes the theme has ever been dear to the epic muse. But all these ancient movements of troops, wonderful as they were for their times and circumstances, and also the more modern oversea expeditions, sink into insignificance when compared with the titanic accomplishments of the Americans and British described by Admiral Gleaves.

The greatest feat of the kind before the World War was the transportation to South Africa, during the last Boer War, of some 432,000 British soldiers and 353,000 horses, but this of course was simply a problem of logistics, unhampered by any opposition of the enemy.

The operation under Gleaves will undoubtedly remain one of the astounding features of the war, and was the more remarkable because it was carried out with uncanny smoothness and precision, but no publicity. The admiral himself describes his mission as "the task of breaking the U-boat blockade in the Atlantic", and how well this mission was accomplished is best appreciated by a comparison of its complete success with the uniform confidence of the German military authorities in the ability of the submarines to prevent it. General Ludendorff hoped in 1918 for the success of his next offensive "if the submarines had by that time been able to reduce enemy tonnage at least to such an extent as to render the quick transport of the new American armies impossible, or even to sink only a certain proportion of the transports. The Navy counted upon being able to do this." And again: "From our previous experience of the submarine war I expected strong forces of Americans to come. But the rapidity with which they actually did arrive proved surprising." As a matter of fact no American transport was sunk while proceeding eastward. Little wonder, in view of this feat of carrying two millions of men across the ocean with practically no loss of life, that the French Minister of Marine, as he hung about Admiral Gleaves's neck the cross of a commander of the Legion of Honor (the first American officer, by the way, to be thus publicly honored since Paul Jones), remarked, "I constantly point to the American Navy as an example to be followed by the French Navy. When the war came you did not find it necessary to change a single one of your admirals afloat." Or that the French Minister of War said to him, "You have accomplished more than if you had won a great victory."

Admiral Gleaves's volume solves well the difficult problem of writing popular history; for it is frankly a book for the man in the street, whose interest will be held to the end and who cannot fail to acquire an accurate knowledge, not only of how the great American host was carried over-

seas with almost no loss of life and brought back again within an astonishingly short period of time, but also of the whole important convoy system, of the complicated naval situation in 1917-1918, and of the uniformly excellent and often heroic conduct of the officers and men under his supreme command. The book is profusely illustrated, and contains a valuable appendix giving all necessary data concerning the cruiser and transport force.

EDWARD BRECK.

The Life and Times of Sir Alexander Tilloch Galt. By OSCAR DOUGLAS SKELTON. (Toronto: Oxford University Press. 1920. Pp. 586. \$6.50.)

THIS volume is a very important contribution to Canadian political biography, although the purely biographic element occupies a somewhat secondary place. The title indeed promises both "Life and Times", but the "Times" quite absorb the "Life", so that apart from glimpses of Galt's personal characteristics in the few semi-domestic letters reproduced, the volume reveals him chiefly as engaged in the political and financial affairs of the country.

The book opens with a sketch of his father, John Galt, known to the world at large as a literary character, but to Canadian history as the founder and early manager of the Canada Land Company. After breaking with the Canada Company, whose activities were confined to Upper Canada, the elder Galt turned his attention to the formation of a new Canada Land Company with Lower Canada as its field of operations. It was as a junior officer of the new British American Land Company that the son, A. T. Galt, came to Canada in 1835. Although the affairs of this corporation, in which he rose to be chief commissioner, absorbed his activities for twenty years, and although its fortunes were greatly affected by the most fundamental of all Canadian political and economic struggles, that between the French and English races, yet only the vaguest references are made to these important factors in this biography of Galt. The French Canadians resented very much the influx of immigrants, and especially of British immigrants, foreseeing that this might lead to the overthrow of their supremacy in what they regarded as their own country. Naturally, therefore, their attitude toward the new Land Company was one of steady hostility, which, but for the activities of Galt, would doubtless have resulted in starving out the company. But if our author has prudently refrained from following the subject of his biography into regions still beset by many explosives, he at least makes ample amends by treating very fully, and from first-hand sources, the less inflammable interests in which Galt spent his mature years. Thus we have two admirable chapters, the third and fourth, in which the early railroad history of Canada and the Maritime Provinces is very clearly presented, although only parts of it have a direct connection with